

committee appointed under the order marked "A," be also instructed to inquire if the Philadelphia and Baltimore Central Rail Road Company, which is now controlled by the Philadelphia, Wilmington and Baltimore Railroad Company, have, in all respects, complied with the terms of their amended charter, passed March 19th, 1867. Your Committee have also examined this subject, and the evidence adduced is herewith presented and marked "D."

It is unnecessary to recapitulate the evidence on this subject further than to say, that from the construction given to the aforesaid amendatory Act of the 19th March, 1867, by the legal counsellors of the said company, its terms have been complied with.

S. M. Felton, Esq., President of the Philadelphia and Baltimore Central Railroad Company, stated that it was the wish of that Company to finish the said road as early as possible, but that the inability of the said company to raise sufficient funds to do so, had retarded the work. The estimated cost of this road *west* of the Susquehanna river is one and a half million of dollars, and the company have expected the people on *the line of the road*, through Harford and Baltimore counties, to subscribe to one-third of that amount in the stock of said road. The company will furnish a million of dollars in stock now, and if the people through whose territory the road passes will furnish the half of that sum, to wit: five hundred thousand dollars, the road will be prosecuted, vigorously, to completion.

To meet this contingency, your committee have prepared an Act to enable the County Commissioners of Baltimore and Harford counties, and the Mayor and City Council of Baltimore city, to subscribe to the capital stock or mortgage bonds of the Philadelphia & Baltimore Central Rail Road Company.

Going back to the Philadelphia, Wilmington & Baltimore Rail Road Company, we deem it our duty to say that the provision in the supplementary Act passed by the General Assembly of Maryland, at the January session, 1864, 3d section of chapter 335, which requires the said Company to attach cars to their trains crossing their Susquehanna bridge for conveying carriages, wagons, horses, &c., across said river, at the same rates of toll charged by the Port Deposit Bridge Company at the time the original charter to build the said Susquehanna railroad bridge was granted, has not been complied with. They promise, however, to do so in the future if the public require it.

Before closing this report, it is due to Isaac Hinkley, Esq., President of the Philadelphia, Wilmington and Balti-